

in February, 1895, will obscure the light, shown from the high lighthouse, between the bearings of S. 38° W. and S. 44° W.

Approximate position, high lighthouse, lat. 53° 34' 40" N., long. 0° 7' 10" E.

Further notice will be given when the high light is obscured.

[Variation 18° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Tees Bay, No. 2567 (1); Flamborough Head to Hartlepool, No. 1191 (2); entrance to the River Humber, No. 109 (2). Also List of Lights, Part I, 1894, No. 193; North Sea Pilot, Part III, 1889, pages 101, 137, 138; and Supplement, 1894, relating to North Sea Pilot, Part III, page 4.

No. 624.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.

*Derelict Vessel Westward of the Skagerrak.*

INFORMATION has been received that the Master of the fishing smack "Chanticleer," of Hull, reports that, on 7th November, 1894, he boarded the derelict barque "Elizabeth" of Stettin, laden with pit props, in a position about 135 miles W.  $\frac{1}{2}$  N. (N. 84° W.) from Hanstholm, or approximately in lat. 56° 45' N., long. 4° 40' E.

The "Elizabeth" was waterlogged, floating with the upper deck level with the water, and the sails were hanging from the yards. At that date the derelict was drifting about E.S.E.

This vessel is in the track of vessels entering or leaving the Skagerrak.

[Variation 15° Westerly in 1894.]

This Notice temporarily affects the following Admiralty Chart:—North Sea, Nos. 2339, 2182*b*. Also, North Sea Pilot, Part IV, 1892, pages 32-35.

No. 625.—MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS.

BORNEO—WEST COAST.

*Shoal South-West of Pulo Datu.*

INFORMATION has been received that the Master of the United States barque "Belmont" reports that, on 27th June, 1894, he passed a shoal, about half a mile in length, E.N.E. and W.S.W., by a quarter of a mile broad, with apparently depths of not more than 10 to 12 feet water over it; lying with Pulo Datu bearing N.N.E.  $\frac{1}{2}$  E. (N. 29° E.) distant about 25 miles, or approximately in lat. 0° 15' S., long. 108° 23' E.

This Notice affects the following Admiralty Charts:—China Sea, No. 1263; China Sea, southern portion, No. 2660*a*; Eastern Archipelago, western portion, No. 941*a*; Indian Ocean, northern portion, No. 748*b*. Also, China Pilot, Vol. II, page 45.

No. 626.

NORWAY.

*Vaags Fiord—Alterations in Lights.*

THE Norwegian Government has given notice, dated 2nd November, 1894, that the limit of visibility of the eastern sector of white light, shown from Tyv (Harstad) Lighthouse, has been altered from N. 3° W. to N. 18° W. (eastward of Smaaholm Grund and Lille Rogeln).

Approximate position on Chart No. 2312, lat. 68° 48' N., long. 16° 38' 45" E.

Also, that Grøsholm Light has been altered from an alternating to an occulting light as follows:—

Grøsholm Light is an occulting light, showing the following sectors:—White, from S. 21° W. (eastward of Rogeln and Lille Rogeln) to

S. 44° W.; red, from S. 44° W. (westward of Rolnæsbo) to S. 63° W. (southward of Roldnæs-holm); and white, from S. 63° W., through west and north, to N. 34° E. (eastward of Leikvig Shoal).

Approximate position on Chart No. 2312, lat. 68° 40' 15" N., long. 16° 38' 30" E.

[Variation 8° Westerly in 1894.]

This Notice affects the following Admiralty Chart:—Lofoten Islands to Andø, No. 2312. Also, List of Lights, Parts II, 1894, Nos. 1127\*, 1127; and Norway Pilot, Part II, 1894, pages 446, 442.

No. 627.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—NEW YORK.

(1.) *Intended Alteration in Sandy Hook Light-vessel, Lights and Fog Signal.*

THE United States Government has given notice that, on or about 30th November, 1894, Light-vessel No. 48, moored seaward of the entrance to Godney Channel, will be permanently replaced by Light-vessel No. 51, and the under-mentioned alterations will be made in lights and fog signal:—

Sandy Hook Light-vessel Lights will be altered to an electric white occulting light with a period of fifteen seconds, thus:—Light, twelve seconds; eclipse, three seconds; it will be shown from the mainmast at an elevation of 54 feet above the sea, and visible in clear weather from a distance of 13 miles.

Note.—If from any cause this light cannot be shown from the mainmast, it will be shown from the foremast; and should it be impossible to show the electric light, the light will be exhibited from an oil apparatus as a fixed white light.

The light-vessel is a schooner-rigged steam-vessel, with two masts and no bowsprit; the hull painted red, with the words "Sandy Hook" in large white letters on each quarter, and "No. 51" in white on each bow. The mastheads are black, each with a black, circular, iron gallery under the lantern. A black funnel and the fog signal apparatus stand between the masts.

Approximate position, lat 40° 28' 20" N., long. 73° 50' 0" W.

Also that, on board this light-vessel, the fog signal will consist of a twelve-inch steam whistle, which during thick or foggy weather will give blasts of three seconds duration, separated by silent intervals of twelve seconds.

UNITED STATES—NEW JERSEY.

(2.) *Intended Alteration in Colour of Scotland Light-vessel Lights.*

THE United States Government has given notice that, on or about 30th November, 1894, the two lights shown from Scotland Light-vessel, No. 7, moored at the entrance to South Channel, New York Approach, will be altered from fixed white to fixed red.

Approximate position, lat. 40° 26' 35" N., long. 73° 55' 10" W.

(3.) *Sandy Hook Beacon—Intended Alteration in Fog Signal.*

Also, that on the same date the fog signal at Sandy Hook Beacon will be altered so as to give blasts of three seconds duration, separated by silent intervals of twenty-seven seconds, instead of seventeen seconds as at present.

Approximate position, lat. 40° 28' 20" N., long. 74° 0' 20" W.

This Notice affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Block Island to Great Egg Harbour, No. 2480; Approaches to New York, No. 2491. Also, List